No. 57008

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office MON. 14 OCT 1895)

Date of writing Report 8th Oct 1895 When handed in at Local Office 9th Oct 1895 Port of London

No. in Reg. Book. 95 Survey held at London Date, First Survey 2nd Sept Last Survey 7th Oct 1895 (No. of Visits 9)

on the Machinery of the ~~Wood~~, Iron ~~or Steel~~ S.S. "Paradox" Master T. Fielder

Tonnage { Gross 594 Net 366 | Vessel built at London By whom Millwall G.D. Co When (Year) 1883 (Month) 9

Registered Horse Power 98 | Engines made at Ld When '83 Boilers, when made (Main) '83 (Donkey) '83

No. of Main Boilers 1 | Owners N. France & Co Port London Voyage Goole

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 75 lbs in Donkey Boilers 50

If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat in Green Dry Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1 10.94		L.M.C. 9.93
S.S. Lon 03.8.89		✠ N.B. 1.85
S.S. Lon 01.93.		B.S. 10.94.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage & Boiler Survey

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " " " yes

If this was not done, state for what reasons? –

And what parts of the Boilers could not be thus thoroughly examined? –

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? –

Did the Surveyor examine the Safety Valves of the Main Boiler? yes.

At what pressure were they afterwards adjusted under steam? 72 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted? 55 lb

Has the propeller shaft been drawn and examined at this time? yes.

If the Survey is not complete state what arrangements have been made for its completion? Survey complete.

Work done as damage repairs on account of this Vessel grounding on the 14th September 1895 on Voyage Goole to London:— a new Propeller and Propeller Shaft and Stern-brush fitted, all Sea connections overhauled.

As ordinary repairs, an efficient patch put on outer side of the condenser, about one hundred new condenser tubes fitted. L.P. Cylinder and Piston examined and found in good order.

Main Boiler examined. Mid Furnace found defective, the weak part cut out and a riveted patch put on. Slight caulking done to shell-bottom seams and a bolted patch removed after their repairs. This Boiler tested to 110 lbs by water pressure and no signs of any weakness seen.

Donkey Boiler examined and found generally in fair order. holes drilled in firebox & shell. New thickness tested under 7/16 & 9/16.

A new man door now fitted to this Boiler.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4,94, B.&M.S. 4,94 or ✠L.M.C. 4,94, 140 lb., F.D., &c.)

The Machinery of this Vessel is now in good order and in my opinion eligible to remain as Classed, with fresh record of B.S. 9.95

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 14.10.1895
Survey Fee (per Section 28)	£ 1 : 10 :	
Special Damage Fee (per Section 28) less 10%	£ 0 : 3 : 0	
Travelling Expenses (if chargeable)	£ 1 : 7 : 0	Received by me, 23/10/1895

D. Ritchie

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

TUES. 15 OCT 1895

Committee's Minute

Assigned B.S. 10.95

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

LON706-0459

Propeller & screw shaft renewed owing to damage
Moderate repairs to engines & boiler owing to wear & tear

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel is eligible for THE RECORD 13.S.10.95.

R.S.
14.10.95.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.